

## **GUIDELINES FOR THE USE OF COLORED PAVEMENTS USED AS TRAFFIC CONTROL DEVICES**

The following guidelines are for the use of colored pavements, which apply but not limited to bicycle lanes, crosswalks and bus lanes.

- Materials used for the coloring of pavements must be evaluated and approved by the Signing & Delineation Unit. If the material is to be a mixture of color and asphalt, additional evaluation will be required by the Materials & Tests Unit.
- Green colored bicycle pavements shall not be used in place of longitudinal lines or in place of word, symbol and arrow pavement markings.
- Green colored pavement can be installed for the entire length of the bicycle lane or only for a portion(s) of the bicycle lane.
- If a bicycle lane extends across an intersection using dotted lines, driveway or ramp, green colored pavement may be installed through these areas to supplement the dotted lines.
- Colored pavements are a **supplement** to other traffic control devices and shall not be used in place of longitudinal, word or symbol pavement markings.
- Any colored pavements must be maintained. Since colored pavements serve as a supplement to other traffic control devices, maintenance of those primary devices is a priority.
- Remove and replace any section of colored pavement if it begins to pose a hazard to pedestrians or motorists. Maintain the section so that it does not become unsightly.
- Colored pavements shall meet the requirements for daytime/nighttime color and luminance.
- Pavement markings cannot be used to delineate the full width of a colored pavement lane. Though they may be durable, they cannot provide the skid resistance as required by ASTM-E303. This includes, but is not limited to paint, thermoplastic, epoxy and polyurea.
- Other requirements for colored pavements can be found at MUTCD Section 3G.01.